

## OLD SOLDIERS WELCOMED

PEOPLE OF LOUISVILLE GIVE THE  
G. A. R. A GREAT RECEPTION.

Headquarters of the National Officers in the Galt House Are Beautifully Decorated—Reception of Commander-in-Chief and Staff Was an Impressive Event—Scenes About the Depot Exciting and Inspiring.

Louisville, Ky., Sept. 9.—The twenty-ninth encampment of the G. A. R. was opened with a fine parade on the arrival of Commander-in-Chief Lawler and the Columbian post of Chicago, and other organizations on the escort special train. The Kentucky National Guard, local posts and other civic organizations were formed on Broadway waiting the arrival of the special train, which was on time to the satisfaction of the multitudes assembled along the line of march from the Union depot to Broadway. Third and Main streets to the Galt house. In the first carriage with Commander-in-Chief Lawler were Colonel R. W. Kelley, editor of the Louisville Commercial, and commander of the G. A. R. department of Kentucky and the chairman of the invitation and reception committee. The Loyol Legion was a feature of the parade.

At the Galt house, the headquarters of the national officers, beautiful decorations and elaborate arrangements were made for receptions during the day. While the reception of the commander-in-chief and staff was the most important of the day, there were many receptions at G. A. R. posts, which were very interesting.

Special trains arrived as fast as they could be accommodated in the depots and everyone was kept busy. From early morning, throughout the day, drum corps were heard in all directions as the veterans were being escorted to their respective headquarters. Reports from all the railways indicate that the roads are full of extra trains.

The leading candidate for commander-in-chief is Colonel Ivan N. Walker of Indiana. At Pittsburg last September Colonel Walker came within 11 votes of an election, and advice from many departments now indicate that unless a combination stronger than has been apparent is made against him the unanimous choice of the gallant comrades of the Hoosier state will this week become the head of the great organization of union veterans, in which nine-tenths of the soldiers and sailors of the civil war are enrolled. When the war broke out Colonel Walker, although only twenty-one years of age, was holding an important civil office. He promptly resigned the emoluments of the place to raise a company for the Seventy-third Indiana Volunteers, of which he became captain. He was in the daring mounted infantry raid of 1863 into Georgia and Alabama, which ended disastrously, and for many months endured the horrors of Libby prison. He escaped through the historic tunnel in February, 1864. Colonel Walker became a member of the G. A. R. in 1867, and on the reorganization of the department of Indiana served as commander of George H. Thomas post, the largest post in the department. His greatest work, and that which endeared his name to the comradeship everywhere, was his masterly report as chairman of the pension committee to the national encampment at Indianapolis.

Commander-in-Chief Lawler took possession of the main parlor of the Galt house. Next door the flag of the Woman's Relief Corps was displayed, and National President Margaret Wallace with her staff received the visitors. The tars of the Naval Veterans' association took possession of the boats William Tell and Carrie Hope and the official fleet was placed in commission. At the annual dog watch to-night the ex-sailors were welcomed by Governor Brown and Mayor Tyler, and responses were made by Rear Admiral Allen of Hartford, Conn., and Mr. Robinson of Philadelphia. The ex-prisoners of war established themselves in Music hall, where they fraternized with the survivors of the Mississippi river fleet.

Reception of Commander-in-Chief Lawler and staff. General T. N. Walker of Indianapolis, the leading candidate to succeed Lawler; ex-Speaker Warren Kiefer of Ohio, Colonel J. M. Schoonmaker and Henry Watterson were banqueting by a resident of Louisville, and who during the conflict commanded the First New York Battery. The New Hampshire men, who arrived here to-day, told of the state they hailed from through the medium of small blocks of granite pendant from their badges.

Despite the fact that the rush more than doubled expectations there was little confusion or difficulty in housing the delegates, and the plans of the committee worked to a charm. Only three hundred assignments to free quarters were made to-day.

Buffalo has entered the list for the next encampment. Among the delegates on the ground Denver is the favorite. St. Paul a close second. Throughout the day the scenes about the four depots where crowds had gathered to greet visitors arriving in large numbers, were exhibiting and inspiring. Train after train as fast as the deserted cars could be switched, deposited their contingents, which moved with military tread to the streets outside, whence with bands and banners they were escorted to headquarters.

The rush of visitors to-day was heavy, but the railroad reports indicate that it will be eclipsed to-morrow.

Single roads claim to have a hundred and fifty coaches en route or to start

## ORANGE STREET PAVEMENT

SHEET ASPHALT TO BE USED AND  
ONLY BETWEEN ELM AND ELD.

Councilmen's Non-Concurrent Action in Reference to Elm-West Chapel Street Pavement Sent Back to Committee—Accusations of Lobbying—Other Business.

Despite the torrid atmosphere which prevailed in the councilmanic chamber last evening twenty-six members of the lower branch of the court of common council were present at the regular September meeting of that body. The heat of the room was almost unbearable at the commencement of the session, but it was at that time cool as compared with later in the evening after the street pavement question had been thoroughly ventilated and the heated discussions of the adherents of the various kind of street pavements had been completed.

The discussion on street pavements was precipitated upon the meeting by the assistant city clerk reading the action taken by the aldermen at their last session in reference to the report of the committee on streets recommending that Orange street be paved its entire length with sheet asphalt. Immediately after the report had been read Councilman Scoville introduced an amendment to the effect that the street be paved with sheet asphalt only between Elm and Eld streets.

Councilman Ullman vigorously opposed the amendment and gave a lengthy review of the observations taken by the committee on streets during its visit to several other cities. He claimed further that sheet asphalt was an excellent pavement and fully equal to the requirements of light travel or heavy trucking and lasted for a number of years. He claimed that it was the very pavement for Orange street and ought to be laid the entire length of the street, especially since as a residential pavement sheet asphalt had no equal.

Councilman Scoville claimed that in his opinion sheet asphalt was not the kind of pavement for Orange street, between Crown and Elm streets, because it was a purely business street and further that the street north of Eld street was at present in an excellent condition and therefore there was no necessity for a new pavement. He also claimed that sheet asphalt pavements do not give satisfaction in any place north of the city of Washington and said that he hoped that the people of New Haven would not be bulldozed or cajoled into making sheet asphalt the principal pavement of the city. He also argued that a sheet asphalt pavement was dangerous to both bicycle riders and people driving and was of the opinion that the brick pavement was about as desirable as any that could be laid. He also presented a remonstrance signed by the residents of Orange street, north of Eld street, against the laying of a sheet asphalt pavement on that street between Eld and Canner streets.

Councilman Dewell argued at length in favor of sheet asphalt and claimed that the people of that street wanted that kind of pavement and therefore ought to have it. On the other hand Councilman Beaulieu argued in favor of paving the street with vitrified brick. Councilman Pickett argued against sheet asphalt pavement and claimed that he was not prepared to say that there was only one good pavement, but that on the other hand there were three good modern pavements in existence. He further said that while asphalt pavement was a good pavement all the residents of the street did not want sheet asphalt, especially those north of Eld street, where the street is comparatively new and in first class condition. He also favored the limitation of the pavement to Eld street. "Shall we take \$75,000 and put it on upper Orange street, where it is not needed, and thus rob the other streets of any sort of improved street pavements. There is not a street in the city that we can afford to pave from end to end. Orange street is a good street to try sheet asphalt on, as there are no tracks on the street, but I am opposed to it first, last and all the time where there are tracks, for it is well known that it will break away from the tracks. It is not right, nor just to put out \$75,000 to pave the whole of Orange street, a portion of which does not need it, and thus rob Chapel, Wooster streets, Congress avenue and other streets of the city of any improvement. It will cost \$3,000 to pave the streets north of Eld. Of this amount we have got perhaps one-sixteenth, \$500,000. We must be judicious in our expenditures and we cannot afford to pave any long street its entire length. Let us pave where it is needed most. Wooster, Chapel and Elm streets and Congress avenue and other streets do need paving and while I am in favor of giving the people what they want, I do not approve of giving them more than they want."

In reply Councilman Ullman claimed that there would never be any permanent street pavements if the claims of remonstrants were listened to and allowed to carry too much weight with the city officials. He also claimed that sheet asphalt was not an experiment, but that on the other hand brick pavements were an experiment.

Councilman Scoville next stated that the petitioners for the pavement on Orange street represented something over \$,000 feet, while the remonstrants above Eld street represented about 2,300 feet and these remonstrants had been secured with practically but little solicitation.

The motion on the amendment was then put and the amendment carried by a vote of 11 to 9, after which the report of the committee as amended was accepted. This is disagreeing action with the board of aldermen, which ordered the paving of the entire street

## BOTH YACHTS TAKE A SPIN

DEFENDER AND VALKYRIE DOWN  
THE RAY AT THE SAME TIME.

One of the Sails of the American Boat Did Not Appear to Work Right—The Englishman Showed That She Can Hum Through the Water—The Betting on the Race To-day Was Not Very Heavy as the Britishers Are Shy.

Quarantine, S. I., Sept. 9.—The Valkyrie left her anchorage at Red Hook at 2 o'clock this afternoon under jib, jib staysail and mainsail, making the quarantine station in one tack, then a short tack across the Narrows heading down the bay again on the port tack. At 2:30 she returned through the Narrows, running free under the same sail. The Defender left her anchorage at 2:30 p. m., making a short tack into the channel, then going about towards the Long Island shore. The Defender and Valkyrie met off the Crescent club house, the Defender on the starboard tack under jib staysail, mainsail and clubtopsail, the Valkyrie under the same sails which were set on starting out, and running free.

At 2:50 the yachts passed each other off the grounds of the Crescent Yacht club. Defender was on the port tack and Valkyrie running free to windward. As Defender came up into the wind her clubtopsail was taken down. There seemed to be something the matter with it. The tug Pulver, which waits with the tug Tully, and the tug Narrows, and turning around followed her up toward Bay Ridge. At 2:45 Defender eased off her sheets and swinging her nose around headed towards Bay Ridge.

At 3:02 o'clock Valkyrie on reaching Bay Ridge went about again and stood down towards the Narrows close hauled. Defender made another effort to get her clubtopsail up, but considering the difficulty attending the work, the breeze had fallen off and she gybed, throwing her boom to starboard. Drawing near to W. K. Vanderbilt's steam yacht Valiant, which was flying the pennant, indicating the owner's absence, a voice hailed the Defender. "Does Mr. Iselin want to come aboard, if he does I'll send a boat." "All right," was the response, and the boat was lowered, the big Herreshoff mainsail was again gybed and presently coming about she headed up into the wind.

At the same time, Valkyrie caught a fresh puff of wind by the Long Island shore and flew along like a witch. Easing off the sheets she ran off towards Fort Wadsworth. Off Fort Wadsworth Valkyrie took but 18 seconds in going about. When the Valiant's steam launch got alongside the Defender Mr. Iselin got into it and was taken to the Vanderbilt yacht. Then Defender catching a puff from the south fairly bounded forward standing towards Fort Hamilton with mainsail, clubtopsail, forestaysail and jib drawing their best. This puff seemed to have come to stay, and was estimated to be a 12 mile breeze. Valkyrie went about at 3:25, and Defender a minute later. Valkyrie was half a mile farther down the Narrows. They seemed to be pointing about the same, but Defender with her usual sea-shaking faster. Valkyrie still confined herself to mainsail, forestaysail and jib. Before getting half way across the Narrows she went on the port tack, heading for Coney Island. Defender stood well in towards Fort Wadsworth before going about.

The Defender, with her main sheet eased off, headed up the bay and passed Quarantine at 4:20 p. m. Valkyrie also passed at 4:20 p. m.

There was no brush between the Defender and the Valkyrie during their sail-stretching spin to-day. The Defender anchored off Bay Ridge at 5 o'clock. Mr. Iselin said that the spin had been satisfactory and they were ready for the second race. The difficulty with the clubtopsail was not a matter of any moment, he said. When asked about his chances and the usual sea-shaking, he replied: "We'll throw them. That's all."

Valkyrie reached her anchorage near Defender shortly afterwards. Captain Cranfield said that the boat was in satisfactory trim. The two yachts will meet to-morrow in a thirty-mile race over a triangular course.

Being on to-morrow's race was at a low ebb to-day. American money was offered at 2 to 1, but Britishers were shy.

The fleet of excursion steamers announced for to-morrow is nearly as great as for the first race, but the unprecedented attendance of Saturday is hardly to be expected. Extra efforts will be made to keep the steamboats at a distance.

Passed Worthless Checks.

West Winsted, Sept. 9.—The police are looking for Robert Kline, superintendent of the Clifton hosiery mills, who disappeared ten days ago. Kline is alleged to have fleeced several Winsted people. He is charged with passing worthless checks amounting to nearly \$1,000, and in one instance is said to have forged the name of a prominent man to a check for \$100. It is also alleged that he has victims in Waterbury.

The Talent Supplied.

Columbus, Sept. 9.—An immense crowd attended the opening of the Columbus Driving Park races. Great interest was taken in the surprising work of Dolikins, a new horse, owned by Edward Merkle of this city, who won three successive heats and the race in the 2:23 class trot, dropping the time down to 2:17. The horse is a gray mare by Robert McGregor.

Leading Citizens Are Smugglers.

St. Johns, N. F., Sept. 9.—More smuggling seizures were made to-day. The ramifications of the smuggling syndicates are proving to be vast. The whole city is honeycombed. Many leading citizens are involved, including several prominent supporters of the government. The government party is split on the question of prosecuting those who are suspected of complicity.

## GREAT HAVOC BY FLOODS

NOT AN UNINJURED BUILDING IN  
THE TOWN OF GRINDLEY.

One Foot of Water Fell in an Incredibly Short Time—Whole Country About Pittsburg, Kansas, Is Flooded—Streets in Webb City Are Sheets of Water—Freight Train Ran Into a Washout and the Fireman Buried Under the Debris.

Ottawa, Ill., Sept. 9.—The town of Grindley, Coffee county, one of the termini of the Burlington branch of the Santa Fe road and having a population of 400, is a wreck with not a single uninjured house in its confines. Most of the buildings and all of the stocks of goods of every description are utterly ruined.

About 3 o'clock yesterday a storm of wind and rain burst on the town from the northwest. Twelve inches of water fell in an indescribably short time. This deluge completed the destruction that had not been accomplished by the wind. Strange to say not a person in the town reports more than the slightest personal injury. Among the eighty or ninety buildings which were razed to the ground were the Methodist and Christian churches and Odd Fellows hall. No one can yet get on from the country on account of the waters, but it is feared that there must have been some loss of life.

Pittsburg, Kan., Sept. 9.—Never have such rains been known here as have fallen for the past three days. The whole country is flooded and the tracks of all railroads leading into the city are washed away and trains delayed. Last night's storm was a deluge. The Kansas City, Pittsburg, and Gulf railroad is probably the worst sufferer. A freight train ran into a washout at Neosho this morning and Fireman James Fitzmaurice was buried under the debris. Engineer Ford and brakeman Rows were dangerously hurt. The scene of the accident is usually a deep ravine bridged over, but it is now filled with a rushing torrent.

Webb City, Mo., Sept. 9.—Last night rain fell in floods for hours until many people took refuge on second floors. The streets were sheets of water. Basements were filled and general confusion prevailed. A careful estimate shows the damage to be from \$40,000 to \$75,000, and it may reach \$100,000.

MYSTERY UNSOLVED.

The Story of Storkewij's Wife May Never Be Known—He Will Be Released.

Willimantic, Sept. 9.—It is probable that Storkewij, the East Thompson Pole, who had been in the Brooklyn jail since last January under the accusation of murdering his wife and stepson, will be set at liberty soon after the criminal term of the superior court comes in, September 16. State Attorney Hunter says that unless something comes to light within a few days, he sees no way except to release the accused, as it would be useless to attempt to make out a case, even for simple assault, until more evidence can be found than the blood stains in the old house. Before a grand jury can be summoned some proof must be had that there was at least a dead body on enough to establish what in legal terms is called a corpus delicti.

Storkewij is said to be very contented with his lot in jail and is in every way a model prisoner. The old rookery where the murder was supposed to have been committed has gone utterly to ruin, the determination of the officials to leave no stone unturned to discover evidence of the murder having resulted in dismantling and undermining the house. The bones of visitors and curiosity seekers from the surrounding country completed the ruin. The farm has, of course, been left to care for itself. The grass and rye have grown and dried up, no one having interest enough to harvest it. The whole affair bids fair to pass into history as one of the most peculiar mysteries that has ever baffled Connecticut officials.

At City Mission Hall.

A helpful service was held at the City Mission hall on Sunday evening. The meeting was in charge of the Rescue Prayer band of the City Missionary association. Among those who took part in the service were Rev. Mr. Moorman, the missionary pastor, who conducted the opening exercises; Mr. George A. Barnes, who led the Rescue band; Mr. W. G. Skinner, who made the principal address; Mrs. S. M. Fincken, Mr. J. A. Moore, Mr. William Portkorn and Mr. Anderson. Solos were sung by Miss Haverfield and Mr. Lowday, with several selections by the King's Daughters of the City Missions, who also occupied seats upon the platform. A short prayer meeting was held before the regular exercises, and about fifty remained to the after meeting, at which one of the young men, present professed conversion. The Dwight Place Endeavor society conducted one of the recent meetings at the City Mission hall, their pastor, Rev. Dr. Twitchell, coming with them. Last evening the meeting was in charge of the Epworth Methodist Endeavor society, and to-morrow evening the Calvary Baptist Endeavorers will send a delegation.

Died at the Hospital.

James Ronan of Derby died at the New Haven hospital yesterday, having only been there since last Thursday. Mr. Ronan was well known in Derby, where he had a host of friends. He was a member of Storm Engine company, No. 2, of Derby.

INSURGENTS USE DYNAMITE.

Santiago de Cuba, Sept. 9.—Insurgents placed a quantity of dynamite on the Guantanamo railroad last Saturday. When a train came along there was an explosion, and one soldier on the train was killed and five wounded.

Captured in Danbury.

Belvidere, N. J., Sept. 9.—James W. McNeill of Holyoke, Mass., was arrested in Danbury, Conn., to-day, by Detective Hutchinson of this place. McNeill came here about three weeks ago, claiming to be a horse doctor, dentist and undertaker. He was prominent in society. He settled his bills with checks and when he left he stole a horse and wagon, but he was traced by the detectives, and the outfit was recovered to-day. McNeill is now in jail awaiting requisition papers.

TWO DEATHS AT HOSPITAL.

William H. Dickinson and James Rohan Died Late Yesterday Afternoon.

William H. Dickinson, seventy years old, a former resident of Meriden, died at the hospital yesterday after a lengthy illness from paralysis. He had been a sufferer at the hospital for nearly five years. He leaves a widow, who resides in Wallingford. The relatives will take charge of the remains.

James Rohan, thirty years old, also died at the hospital yesterday after a brief illness from delirium. He was brought to the hospital several days ago from Birmingham, where he had been employed as a bartender.

THE PEORIA DISTILLERIES.

Plants of the American Spirits Manufacturing Company to be Started on October 1.

Peoria, Ill., Sept. 9.—It is almost assured that five Peoria Distilleries of the American Spirits Manufacturing company will be started on October 1. The company has a force of men overhauling the Monarch, Great Western, Manhattan, Woolner, No. 8, and the Peoria distilleries, and the work will be finished probably within two weeks. President Rice of the company is expected here this week. The Atlas will increase its capacity on October 1, and the Hanover, another independent distillery, will be started. James W. Hunter, collector of internal revenue, predicts the biggest business in several years.